

Special Programs

**Recreational
Trails**

**Federal Lands
Highways**

CMAQ

Scenic Byways

**Federal-Aid
Incentive**

**Highway
Safety**

Enhancement

Congestion Mitigation and Air Quality Improvement Program

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<http://www.state.id.us/itd/planning/reports/cmaq/cmaq.html>

Description of the Program

The Idaho Transportation Department’s Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a statewide competitive program that provides federal transportation funds to implement cost-effective activities, plans, and projects that are mutually beneficial to transportation and air quality. Idaho’s CMAQ projects should demonstrate the highest potential for preventing or relieving a community’s particular air quality problem. Planning activities can also be funded to develop a strategic plan that identifies additional projects and programs designed to reduce a community’s transportation-related air quality problems.

Idaho’s CMAQ Program was created by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and continued in 1998 with the Transportation Equity Act for the 21st Century (TEA-21). Under TEA-21, Idaho’s CMAQ program has been significantly enhanced and reengineered.

Determination of Needs

CMAQ funding is available throughout all areas of the state which have transportation-related air quality problems. Needs are determined by local governments, who work with the Idaho Transportation Department, the Idaho Department of Environmental Quality, and the Local Highway Technical Assistance Council to identify solutions to transportation-related air quality problems.

CMAQ projects fall into two categories: construction and non-construction. The non-construction category is further broken out into transit-related projects and all others. Construction projects may include: road surfacing and construction; bicycle and pedestrian route construction; and traffic flow improvements, Intelligent Transportation Systems, and intermodal facilities with construction components. Non-construction projects may include: dust control and prevention; transit; conversion of public fleets to alternative fuels; traffic flow improvements and Intelligent Transportation Systems planning; special studies; and alternative transportation education, promotion, and outreach efforts.

Funding

Under TEA-21 and Idaho Transportation Board policy in effect through FY 2003, the CMAQ program receives annual funding within the range of \$2,000,000 to \$4,000,000 in federal apportionment and obligation authority prior to matching requirements. As of November, 2003 there is no new omnibus transportation funding act. Therefore, for planning purposes ITD has projected funding will remain similar to funding received under TEA-21. The final amount funded each year depends on cost-effectiveness and air quality benefits of the submitted projects. Local match requirements have been reduced to 7.34 percent of the total project cost to increase funding availability. Project funding is always based on the availability of federal-aid CMAQ funding.

CMAQ projects are funded through cost reimbursement. Project sponsors must have sufficient cash available to develop projects prior to their submittal for reimbursement. Previously incurred costs for a project are not eligible for reimbursement or as match. Projects must be proposed and implemented by sponsors that are local, state, tribal, or federal government agencies. A sponsoring agency must have responsibility and legal authority to provide required matching funds, complete the project, and provide maintenance upon completion.

Project Selection

CMAQ projects are evaluated and ranked using general air quality and specific project criteria. General criteria for determining whether an area qualifies to apply for CMAQ funding are specified in ITD Administrative Policy A-11-05. Air quality analysis for projects must address both qualitative and quantitative components. Additionally, Idaho Transportation Board Policy B-11-05 requires uniform statewide comparison of projects for cost-effectiveness. Cost-effectiveness is determined by applicants using an equation to compute cost compared to emissions reductions.

Preference in funding is given to CMAQ projects that:

- Are measures, plans, and programs which either are, or have been developed as part of the ***Plan for the Control of Air Pollution in the State of Idaho***;
- Are designed for areas that are nonattainment for any criteria air quality pollutant or have the potential to be an air quality problem area in the near future;
- Have been reviewed by and coordinated through the local IDEQ regional office, including endorsements, as may be appropriate; and
- Are projects from a comprehensive, transportation and/or capital improvement plan.

Projects are ranked by the CMAQ Technical Review Committee according to a matrix of factors, which are taken from Idaho Transportation Board Policy B-11-05, ITD Administrative Policy A-11-05, and the CMAQ Program Technical Analysis Protocol. This matrix is available as part of the program application package.

Application Process

A Letter of Interest Notice announcing the next application period is mailed out in early November to the following organizations in Idaho: Metropolitan Planning Organizations, Cities, Counties, Local Highway Jurisdictions, Public Transportation Providers, Tribes, the Local Highway Technical Assistance Council, and the Idaho Department of Environmental Quality. Application packages can be downloaded from the Internet at:

<http://www.state.id.us/itd/planning/reports/cmaq/cmaq.html>

Project application packages can also be obtained by submitting a written letter of interest by mail, facsimile, or electronic mail to the program contact identified above.

The application packet includes application forms, electronic spreadsheets, program guidance and policies, and a list of resource contacts for each region of the state of Idaho. ITD district offices conduct public outreach meetings in October and November to assist potential sponsors with the preparation of applications. Sponsors must first submit applications to the Idaho Department of Environmental Quality in January. Projects within metropolitan planning organization (MPO) areas must be submitted to the MPOs in February. Applications are due into ITD district offices in February for all non-MPO area projects, while MPO area projects are due to ITD in March.

The CMAQ Technical Review Committee selects a recommended list of projects in April. This committee is made up of local, regional, state and federal transportation and air quality experts. This list of recommended projects is available for public comment as part of the next draft Statewide Transportation Improvement Program, released in late June. The Idaho Transportation Board takes final action on recommended projects at their September meeting. Following federal approval of the program, funds are available for approved projects once adequate obligational authority has been received.

Reference Materials

Further program information is available from the above program contact, or on the Internet at:

- <http://www.state.id.us/itd/planning/reports/cmaq/cmaq.html>

Enhancement Program

For more information contact:
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Description of the Program

The Enhancement Program was created by the Intermodal Surface Efficiency Act of 1991 (ISTEA) and continued in 1998 with the Transportation Equity Act for the 21st Century (TEA-21). The program funds activities that have not traditionally been included in the design and construction of the transportation system. The funds cannot be used for routine or customary elements of construction and maintenance, or for required mitigation. In Idaho the program's stated purpose is "to preserve and create more livable communities where roads blend with and preserve the natural, social, and cultural environment, by using flexible and innovative funding and design features of the enhancement funds." The TEA-21 breaks the program into twelve eligible activities. The Idaho Transportation Department (ITD) groups these twelve into three general categories: (1) pedestrian and bicycle enhancements, (2) scenic and environmental, and (3) historic enhancements.

Determination of Needs

Projects related to surface transportation will only be considered under the Enhancement Program. Enhancement funds are available only for special or additional activities not normally required on highway or transportation projects.

Funding

Under TEA-21, which was in effect through FY 2003, ten percent of a state's Surface Transportation Program (STP) apportionment was set-aside to fund the twelve eligible enhancement activities. As of November 2003 there is not a new transportation act and for planning purposes ITD has projected funding will be similar to funding under TEA-21. Project funding is always based on the availability of federal-aid enhancement funding. Transportation Board policy has set a \$500,000 federal-aid cap on Enhancement projects. Enhancement projects are part of a federal-aid program that provides payments through reimbursement of qualified expenditures.

This means that a sponsor pays the cost associated with the project and submits a reimbursement request to ITD. Participation in the program requires matching funds from the agency sponsoring the project. The “match” ranges from 2% to 10% of the project total, depending on the project’s size. The match may be fulfilled through cash expenditures or approved “in-kind” contributions. Sponsoring agencies must budget for these costs in their annual budget process. The Idaho Transportation Board has recommended minimum and maximum program funding guidance for the three general categories, (1) 40-70% for pedestrian and bicycle enhancements, (2) 15-30% for scenic and environmental, and (3) 15-30% for historic enhancements.

Project Selection

This is a statewide competitive funding program. No jurisdiction is guaranteed Enhancement funding. A seven-member Enhancement Advisory Committee is responsible for reviewing and prioritizing all project submittals based on criteria outlined in the application packet. Projects that ranked high enough and pass favorably through a 30-day public comment period in July are then presented to the Idaho Transportation Board in September for final approval and inclusion into the Statewide Transportation Improvement Program. The ITD district offices oversee the implementation of these projects.

Application Process

Project solicitation is for projects to be built in the third year of the program to allow sufficient time for project development. Local public agencies, Indian tribal governments, ITD internal groups, and other state and federal agencies may apply for enhancement funding. The same sponsor may submit more than one project. Project sponsors within a metropolitan planning organization’s (MPO) jurisdiction must submit their projects to the MPO. The program’s application period generally opens in November and closes in early February. An application packet or notice of availability is sent to cities, counties, highway districts, tribes, select state agencies, and others who have expressed interest during past application periods. The application packet is available in hard copy or can be downloaded from the ITD web site. All new project submittals go through a 30-day public comment period in July. Sponsors are notified in October with project funding information.

Reference Materials

- *Transportation Enhancement Program Application Packet*
(Available on the web at www.state.id.us/planning under “published reports.”)



Federal Lands Highways Program

For more information contact:
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Highway Programming Manager
Division of Highways
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Description of the Program

The Federal Lands Highways Program (FLHP) provides funding for a coordinated program of public roads and transit facilities serving federal and Indian lands. Included in the funding subcategories are Park Road & Parkways, Indian Reservation Roads, Public Lands Highways (both discretionary and Forest Highway), and Refuge Roads. Federal agencies participating in this program are the Federal Lands Highway Divisions, Bureau of Land Management, the U.S. Forest Services, the U.S. Park Service, and the Bureau of Indian Affairs. The STIP provides project information on the Forest Highway, Public Lands Discretionary and the Indian Reservation Roads Programs.

Determination of Needs

Projects are developed based on needs and program requirements established by the various federal agencies. In the Forest Highway Program a tri-agency working group consisting of the Idaho Transportation Department, U.S. Forest Service and the Western Federal Lands Highway Division of the Federal Highway Administration determine project need. Under the Indian Reservation Program funding is distributed to tribes based on an agreed-upon distribution formula and is used to maintain and reconstruct Indian reservation roads and bridges. None of these programs are administered by the Idaho Transportation Department.

Funding

Under the 1998 Transportation Equity Act for the 21st Century each of the federal programs receives an annual distribution of funds.

- Within Idaho, approximately \$13 million is allocated for forest highway road projects in the Forest Highway Program
- Nationally, approximately \$70-75 million is allocated to the Public Lands Discretionary Program annually either through congressional earmarks or through a national competitive process.
- Nationally, approximately \$275 million is distributed annually to Tribes through a formula allocation.
- Nationally, approximately \$165 million is distributed annually to Park Roads and Refuge Roads receives approximately \$20 million.

Project Selection

Forest Highway Program: The tri-agency working group nominates projects for placement in the Forest Highway Program. Project selection is based on factors such as use for management of the forest, importance, and condition. Roads must be designated as a forest highway serving the national forest. Designated roads can be local, state, or federal roads.

Public Lands Discretionary Program: Project selection is at the national level. Projects must be submitted through the state transportation agency and prioritized if more than one project is submitted. Generally the RFP comes out in April and proposed projects are due into the Idaho Transportation Department by the end of May for submittal to the Federal Highway Administration sometime in June. States such as Idaho, with extensive public lands, are provided some preference in the selection process. Check the website below for more information on this program. Recently the U.S. Congress has directed the use of much of these funds through legislative earmarks.

Indian Reservation Road Program: Project selection is through the Bureau of Indian Affairs and the tribes based on the allocation formulas, project readiness, and need. Check the website below for more information on this program.

Reference Materials

- *Transportation Equity Act for the 21st Century*
- For Public Lands Discretionary: <http://www.fhwa.dot.gov/discretionary/012304.htm>
- For Indian Reservation Roads: <http://www.fhwa.dot.gov/flh/reports/indian/intro.htm>

Highway Safety Program

For more information contact:

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Highway Safety Manager
Division of Highways
Office of Highway Safety

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<http://www2.state.id.us/itd/ohs>

Description of the Program

The Office of Highway Safety, (OHS), administers the federal Highway Safety Grant Program, which is funded by formula through the Transportation Equity Act for the 21st Century (TEA-21) of 1998, and the Highway Safety Act of 1966. The goal of the program is to reduce deaths and serious injuries resulting from motor-vehicle collisions by implementing programs designed to address driver behaviors. The purpose of the program is to provide grant funding at the state and community level for a highway safety program that addresses Idaho's own unique circumstances and particular highway safety needs.

Determination of Needs

A "traffic safety problem" is an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is statistically higher in collision experience than normal expectations. Problem identification involves the study of relationships between collisions and the population, licensed drivers, registered vehicles and vehicle miles, as well as characteristics of specific subgroups that may contribute to collisions.

In the fall of 2002, OHS staff and the Idaho Traffic Safety Commission (ITSC) jointly developed a three-year safety plan for FY 2004-2006. In accordance with federal requirements, one element of the plan was to discuss how traffic safety problems would be identified and addressed over the course of the three years. The process used to identify traffic safety problems began by evaluating Idaho's experience in each of the National Highway Traffic Safety Administration's, (NHTSA), eight highway safety priority areas. These program areas were determined by NHTSA to be the most effective in reducing motor-vehicle collisions, injuries and deaths. Consideration for other potential traffic safety problem areas came from problems noted by ITSC members, OHS staff, and by researching issues from other states.

Comparison data was developed, where possible, on costs of collisions, the number of collisions, and the number of deaths and injuries. Supplementary data was gathered from the Idaho State Collision database on helmet use for motorcycles and bicycles, child safety restraint use, seat belt use, and from available violation, license suspension, and arrest information.

Ultimately, Idaho's most critical driver behavior problems were identified. The areas were selected on the basis of the severity of the problem, economic costs, availability of grantee agencies to conduct successful programs, and other supportable conclusions drawn from the traffic safety problem identification process.

Funding

In October 2002, the Idaho Traffic Safety Commission voted to accept the FY 2004-2006 Idaho Focus Areas and approved the targeted funding ranges anticipated to be programmed over the three years. These were:

Focus Area	Target Funding Range
Safety-Restraint Use	20-35%
Impaired Drivers	15-30%
Aggressive Driving	15-30%
Youthful Drivers	5-20%
Roadway Safety/Traffic Records	5-15%
Bicycle and Pedestrian Safety	0-5 %
Emergency Medical Services	5-10%
Other	0-10%

Each October, the ITSC reviews the identified focus areas, goals, and funding ranges. Adjustments for the coming year, as warranted and supported by data analysis, are made at that time. Progress toward achieving goals is presented and reviewed by the ITSC each October.

Project Development

The annual project selection and development process begins by notifying state and local public agencies involved in traffic-related activities of the availability of grant funds. A Request for Proposal (RFP) is released each January. Grant applicants must complete and submit a Letter of Intent, in accordance with the information provided on the form, by the end of February.

Once the application period has closed, potential projects are first sorted according to the focus area that most closely fits the project. OHS develops priority and funding recommendations using evaluation criteria that assesses each project's potential to:

- Make a reduction in traffic collisions,
- Reduce the severity of traffic collision injuries,
- Improve the operation of an important traffic safety system,
- Fit in as part of an integrated communitywide collision-reduction project, and
- Increase the coordination of efforts between several traffic safety agencies.

Funding recommendations are incorporated into the draft Statewide Transportation Improvement Program (STIP) and presented to the ITSC each June. Final project adjustments are made after a 30-day public comment period is complete. The Idaho Transportation Board approves the Highway Safety Plan in August.

Reference Materials

- *Highway Safety Plan FFY 2004 - 2006*
- Federal regulations pertaining to State Highway Safety Plans

Local Federal-Aid Incentive Program

For more information contact:

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Federal-aid Manager

Local Highway Technical Assistance Council

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1-800-259-6841

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www.lhtac.org

Description of the Program

The Local Federal-Aid Incentive Program is for Local Highway Jurisdictions (cities, counties, and highway districts) in Idaho. Each year Local Highway Jurisdictions submit project proposals to the Local Highway Technical Assistance Council (LHTAC). LHTAC scores each project; the projects are prioritized and submitted to the Idaho Transportation Board for approval. If the Board approves them, they are included in Statewide Transportation Improvement Program (STIP).

Funding

The Local Federal-Aid Incentive Program is funded from the Federal Highway Administration's Surface Transportation Program (STP). The Idaho Transportation Board suballocates \$10 million in two funds—STP-Urban and STP-Rural, ensuring that funding is available to both local rural and urban jurisdictions. The STP-Urban funds are designated for cities and urban areas with a population of 5,000 and over (population numbers are determined by an official U.S. census). By population a percentage of the STP-Urban funds are available to the metropolitan planning organizations; the remainder is available under the Local Federal-Aid Incentive Program. The STP-Rural funds are designated for counties, highway districts, and cities with a population under 5,000.

Project Selection

Local Highway Jurisdictions identify desired projects and submit them to LHTAC on an annual basis. In addition to the criteria applicable to any STP project (i.e. matching funds, road classification, etc.) projects are scored according to criteria that emphasize multi-jurisdictional transportation planning, transportation and land-use planning, capital improvement plans, and road management programs. Jurisdictions that have not developed a transportation plan can submit a transportation-planning project.

Application Process

Applications forms are sent to all Local Highway Jurisdictions in the fall of each year. The applications are due around the first of March. The applications are scored and prioritized and then approved by the LHTAC Council and submitted to the Idaho Transportation Board in May. The projects are included in the Statewide Transportation Improvement Program (STIP) public comment draft, which undergoes a 30-day comment period beginning the first week of July. In September, the Idaho Transportation Board approves the STIP for submittal to the Federal Highway Administration and Federal Transit Administration. The federal agencies have final approval over federally funded projects. Federal approval is usually received in November and then project development can begin.

Reference Materials

- *Guidelines for Local Public Agency Projects (ITD)*
- *Local Federal-Aid Incentive Program Project Identification Packet (LHTAC)*
- (Available on the web at www.lhtac.org)

Recreational Trails Program

For more information contact:

Brian Miller

Grant Program Supervisor

Idaho Parks and Recreation

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www.idahoparks.org/about/grants.html

Description of the Program

The Recreational Trails Program of 1998 establishes a program for allocating funds to the states for recreational trails and trail-related projects. The program is administered by the Department of Transportation, Federal Highway Administration, in consultation with the Department of Interior. Projects must be from trail plans included or referenced in a Statewide Comprehensive Outdoor Recreation Plan required by the Land and Water Conservation Fund Act (Section 1302 (a)(b)).

Permissible uses of the funds are: maintenance and restoration of existing recreational trails; development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails; purchase and lease of recreational trail construction and maintenance equipment; and construction of new recreational trails (with restrictions for new trails on federal lands). Environmental mitigation projects are given priority consideration.

For states to remain eligible to receive funds, (1) the Governor of the state must designate the state agency or agencies that is responsible for administering apportionment's made to the state; and (2) the state shall establish a state recreational trail advisory committee that represents both motorized and nonmotorized recreational trail users, which shall meet not less often than once per fiscal year. The state of Idaho has already fulfilled these requirements. The Idaho Department of Parks and Recreation is responsible for the administration of the Recreational Trails Program and the department has established a Recreational Trails Program Advisory Committee that includes both motorized and nonmotorized recreational trail users.

Determination of Needs

At least 30 percent of funds that Idaho receives annually must be reserved for uses relating to motorized recreation. Another 30 percent of funds received annually must be reserved for uses relating to non-motorized recreation. The remaining 40 percent gives preference to project proposals with the greatest number of compatible recreational purposes or that provide for innovative recreational trails corridor sharing by motorized and non-motorized use.

Funding

Administrative costs for FHWA are limited to 1.5 percent nationally to pay expenses of the Advisory Committee, to cover the cost to the Secretary for administration of and research and technical assistance under the recreational trails program, and for administration of the National Recreational Trails Advisory Committee (Section 1103 (1)).

Funds are allocated to states by (1) 50 percent equally among all eligible States and (2) 50 percent proportionately on non-highway recreational fuel use (Section 1103(2)). For 2003, Idaho's apportionment will be \$823,251.

States may provide funds as grants to private organizations, city governments, county governments, or other government entities.

Project Selection

After the Idaho Department of Parks and Recreation (IDPR) receives Recreational Trails Program applications and determines which applications are eligible, the Recreational Program Advisory Committee Meeting is scheduled (usually in March). This meeting is conducted by IDPR staff and is an open public meeting.

The committee rates each application on the Priority Rating Form. Staff then tallies the scores to determine the over-all score or ranking of the applications. The applications are then presented to the Idaho Park and Recreation Board in priority ranking order. Projects are funded according to the priority ranking order. The Idaho Park and Recreation Board and the Federal Highway Administration provide final project approval.

Application Process

Applications for the Recreational Trails Program are accepted once per year based on the federal fiscal year. The application deadline for the FY 2004 (Oct. 1, 2003 – Sept. 30, 2004) program is January 30, 2004. Applications are accepted throughout the year, however those received after January 31, 2004, will compete with applications for the following year. The Idaho Department of Parks and Recreation annually announces the availability of funding at least 60 days prior to the end of the application period.

The application process requires that the applicant submit one original and ten copies of the IDPR Grant Application Form 50.4 and any supporting documentation by the submittal deadline.

Reference Materials

- IDPR Idaho Outdoor Recreation Financial Resource Guide
- IDAPA 26 TITLE 01 Chapter 31 26.01.31 - RULES GOVERNING THE ADMINISTRATION OF IDAHO DEPARTMENT OF PARKS AND RECREATION RECREATIONAL PROGRAM GRANT FUNDS
- www.idahoparks.org/about/grants.html

Scenic Byways Program

For more information contact:
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Description of the Program

Idaho has had officially designated scenic routes since June of 1977. In 1991 the U.S. Forest Service, the Bureau of Land Management, and the state of Idaho determined to combine the scenic routes and backcountry byways of each agency under one umbrella. The Idaho Transportation Department (ITD) was designated by the Governor as the lead agency responsible for administering the Idaho Scenic Byways Program to meet the requirements of the Intermodal Surface Transportation Efficiency Act of 1991. In March of 1995 the Scenic Byways Advisory Committee was established by an ITD Director's memorandum to coordinate scenic byways nominations, federal grant application requests, and to advise the Idaho Transportation Board on all scenic byways' activities. A year later this committee was established as a permanent body by Idaho Transportation Board Policy B-09-11.

Determination of Needs

The federal Scenic Byways Program serves two functions: (1) to promote the scenic, historic, and backcountry byways of Idaho, and (2) to provide funding for tourist amenities, kiosks, and signs that will assist the traveler on the byways. The statewide brochure *Taking the Scenic Route: A guide to Idaho's Scenic Byways* as well as individual byway brochures, audio tapes, web-pages, and other informational documents serves the former function. Project requests from local byway groups are submitted annually to serve the latter.

Needs are determined by corridor management plans developed for the byways, or community interest groups' goals in lieu of a corridor management plan. Development of a corridor management plan is encouraged before any other project is initiated on a scenic, historic, or backcountry byway.

Funding

Funding for scenic, historic, or backcountry byways is available through the Federal Highway Administration's (FHWA) Scenic Byways Program. Unlike other special programs that designate, by state, an amount of available funding, the Scenic Byways Program is labeled "discretionary," meaning that all projects nationwide compete equally for funding. In fiscal year 2003 the program's funding level was \$26.5 million. Idaho received \$552,000.

Scenic byway funding requires a 20-percent local match and is a "reimbursement" program; meaning funds must first be expended before reimbursement occurs.

Project Selection

The project must be on a highway or local road designated as a scenic, historic, or backcountry byway. Eligible projects include the following: developing and implementing a corridor management plan; safety improvements required as a result of byway designation; pedestrian / bicyclist facilities; rest areas, turnouts, highways shoulder improvements, passing lanes, overlooks, and interpretive facilities; enhancing access to an area for recreational purposes; protecting scenic, historic, recreational, cultural, natural, and archeological resources; developing and providing tourist information; and developing and implementing a byway marketing program.

After ITD receives project applications, the Scenic Byways Advisory Committee reviews them to determine their eligibility. This review occurs in May. The projects are then prioritized and submitted to the Idaho Transportation Board in June for approval. Following board approval they are then submitted to the Federal Highway Administration by June 30. Scenic Byway grant applications from all across the nation are reviewed by the Department of Transportation in Washington, D.C. Finally, a selection committee in Washington, D.C. decides which projects are funded. Projects approved for funding are announced after October 1.

Application Process

The application process opens each year in January. All applications are due to the appropriate ITD district office in April. Specific dates are set on a year-to-year basis. Projects for scenic byway discretionary funding are submitted via an on-line application process at www.byways.org. The on-line application process follows a user-friendly “fill-in-the-blank” method. A “click of the button” submits it to the Idaho Transportation Department. The appropriate ITD district planner must review the application by mid-April and then forward it to ITD headquarters’ staff. The Scenic Byway Advisory Committee then reviews and prioritizes the project submittals prior to submitting them to the Idaho Transportation Board and FHWA.

Reference Materials

- *Idaho’s Scenic Byway Program*
- www.byways.org (for national information)
- www.state.id.us/itd/planning (see “published reports” for Idaho information)